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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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The Daily Press.

HONGKONG, AUGUST 10th, 1911.

It is not often that we find a taxpayer in Hongkong advocating or suggesting an increase of taxation, but we publish to-day a letter from a taxpayer who, promising that additional revenue is urgently required to carry out many public works which, we agree, are absolutely indispensable for the welfare and development of the Colony, suggests the sources from which this income may be derived. Our correspondent says it cannot be doubted that additional revenue is urgently required. We must confess to harbouring doubts on this point. It was only in May last that H.E. The Governor, speaking in the Legislative Council said: "I think I may say that we can take comfort in the feeling that we are probably at the end of our financial difficulties, and that the revenue and prosperity of the Colony has been placed on a satisfactory footing, which will not demand of us any further sacrifices in the form of new taxation." His Excellency based this statement on a review of the complete financial returns of last year which showed under many important headings that the revenue had exceeded the estimates. We trust the returns for the current year to date have not been of a less gratifying character, for it was obviously upon a continuance of these indications of prosperity that His Excellency counted and based his expectation that the community would not be called upon to make further sacrifices in the form of taxation. Our doubt of the need for additional taxation, however, does not rest alone upon

the expectation of an increasing revenue from existing taxes; we have in mind also the fact that there will be no further votes for the building of the Post Office and the Law Courts. On these two buildings alone in 1910 the Government spent a sum of nearly \$400,000. That sum in itself would go far to defray the cost of the public works specifically mentioned by "Taxpayer"—or, at least the cost of a year's progress with these works. The provision of wireless telegraph stations at Hongkong and the Pratas would not be an expensive matter, and, moreover, according to our understanding of the position, no expense in connection with this great need will fall upon the Government, for in the first place the Pratas Islands form part of the territory of China, and the Chinese Government has engaged to erect and maintain a wireless telegraph station there for meteorological purposes; and, secondly, the wireless installation at Hongkong, we understand, will be provided by the Eastern Extension Telegraph Company or, failing them, by some other private company. That the opening up of the New Territory by good roads is indispensable for the welfare and development of the Colony is manifestly true, and we should much like to see spent upon this work the greater part of the money saved—if we may use that term—by the completion of the Post Office and Law Courts. We leave to the Hon. Mr. Edw. the defence of his figures as to the relative wealth per head of the inhabitants of this Colony and Great Britain, but we would like to make a comment or two on "Taxpayer's" conclusion that if we are to be taxed in proportion with our friends at Home we should contribute £2 5s 8d each instead of the present sum of £1 9s 0d. We do not follow this argument. "Taxpayer" admits that our income per capita is only one-third that of our friends at Home; and that being so it seems to us that we should be taxed proportionately. Even taking into account, the income tax and the taxes on tea, coffee and sugar, and the higher taxes on spirits that are paid at Home, we must, on "Taxpayer's" own showing, be paying taxation now equivalent to what the Home folks are paying, having regard to the relative taxable capacity of the two places. We even think that, to equalise matters, we ought to pay less because if we are considering the white population we have to take into account the fact that it costs a European a bigger proportion of his income to live in a sub-tropical than in a temperate climate. In trying to ascertain the taxable capacity of a community it is a requisite to form some idea of the necessary expenditure of as the income per head, and this important factor seems to be entirely ignored by "Taxpayer." In the course of another month the Annual Estimates will be due for presentation to the Legislative Council, and we shall then learn definitely whether or not increase of taxation is necessary. Meanwhile it is interesting to consider the possibilities of raising additional revenue, and "Taxpayer's" suggestions will doubtless be carefully considered should the need for increasing the taxation arise.

The English mail of the 8th July was delivered in London on August 8th.

One case of plague was reported yesterday, bringing the total for the season up to 253.

Dr. W. B. A. Moore, of the Government Civil Hospital, leaves for Home to-day by the *Lusitania* on twelve months' leave of absence.

An assistant constable residing at the Old Bazaar reports to the police that he has been robbed of watches to the value of \$600.

The tiger stories are not yet ended. Another comes from the New Territory. At Ts Shok Yui on the 5th instant a tiger is reported to have killed a bullock.

The financial statement of the North Borneo Chamber of Commerce shows 29 subscriptions paid, and on 30th June the Chamber had a balance of \$737 in hand.

The Secretary of the Borneo Chamber of Commerce has been officially informed that the commencement of the service of mails to Borneo, via Siberia, is only waiting the receipt of some formal advice from the Postmaster-General of Hongkong.

Wo Fat, compradore, Victor's Street, was proceeded against at the Magistracy yesterday by Inspector Coombes for selling tins of unwholesome food. The defendant pleaded that the tins were liable to go bad in this climate, but his Worship did not accept the plea and a fine of \$5 was imposed.

Major W. H. Woodbridge, 126th Baluchistan Infantry, has been granted furlough to England on private affairs, from 10th January, 1912, to 9th January, 1913. Leave of absence, on private affairs, to the neighbouring countries, has been granted to Capt. A. D. Waring, R.A.M.C., from 30th August to 29th October, 1911, inclusive.

TELEGRAMS.

(THROUGH BRITISH AGENCY.)

THE POLITICAL SITUATION.

SCENES IN THE COMMONS.

LONDON, August 9th.

Mr. Asquith is suffering from laryngitis owing to the strain of his speech yesterday. He will be unable to take his place in the House of Commons for a day or two.

Lord Hugh Cecil moved that the Parliament Bill be postponed for three months. He expressed regret that Mr. Asquith was ill, but nevertheless he would like to see him punished by the criminal law.

This provoked an angry outburst from Ministerialists, who appealed to the Speaker. The latter remarked that it was only a pious opinion.

Lord Hugh Cecil continued. He said that the Premier had been guilty of high treason in attempting to overthrow one of the Houses of Parliament.

"BLACKMAILING THE KING."

Sir Edward Carson declared that the Nationalists had dominated the situation throughout, and he congratulated Mr. Redmond on bringing the great Liberal party to its knees. Neither the Government, the House of Commons, the House of Lords, nor the Crown had been free agents since Mr. Asquith's blackmailing letter to the King on the 15th November last.

This aroused a Ministerial outburst, but the Speaker refused to rule out the expression.

Mr. Churchill said the King was fully acquainted in November with the true state of the political situation and all matters in dispute, of which Home Rule was one of the most important. He reproached Lord Hugh Cecil for talking of the possibilities of disorder when 70,000 dockers, some of whom were starving, were actually on strike in London. The Government refused to accept all the amendments of the Lords, but proposed to insert amendments providing that the Speaker should consult responsible members on both sides of the House, namely, the Chairman of Ways and Means Committee and the Chairman of Public Accounts, before deciding whether a Bill was a money Bill. They also proposed a few minor amendments, including a new clause forbidding the extension of the life of a Parliament beyond five years.

Lord Hugh Cecil's motion was rejected by 348 votes to 209.

AMENDMENTS BY THE COMMONS.

LATER.

The House of Commons has rejected the Lords' amendments on the Veto Bill relating to money bills, and has passed an amendment requiring that the Speaker should consult with two members appointed each session from the panel of chairmen.

The Lords' amendment excluding Home Rule from the scope of the Bill was rejected by 321 votes to 216.

Mr. Balfour said that this amendment alone was the cause of the Government's criminal advice to the Sovereign. He refused to participate further in the debate in view of the procedure, which was the most conspicuous and signal infamy in the whole constitutional history of the country.

The Government amendment providing that the Speaker should have a consultative committee evoked protest from Radical and Labourites who declared that the Government was attempting thereby to save the face of Lord Lansdowne against the "Die Hards." The amendment above stated was substituted.

The clause limiting the duration of Parliament was adopted.

Two minor amendments were agreed to without discussion.

A committee was afterwards appointed to draft reasons for disagreeing with certain of the Lords' amendments.

Mr. Balfour informed Mr. Churchill that when the Unionists were returned to power they would repeal the Bill, but not without substituting reform therefor.

It is expected that the division in the House of Lords will not be taken before Thursday.

VOTE OF CENSURE IN THE LORDS.

LATER.

The House of Lords was crowded to-day. There were many peeresses and diplomatists in the galleries.

Lord Curzon moved a vote of censure upon the Government, re-emphasising Mr. Balfour's denunciation of the Government's abuse of their powers. He strongly denied that the Lords had transformed this Bill. The Government had refused to accept the amendments in order to facilitate a series of measures which the majority of the people did not desire.

Lord Crewe, explaining the transactions with the King, said that at the interview which he and Mr. Asquith had with the King on 15th November last they ascertained His Majesty's view that if the opinion of the country was clearly defined by the General Election the creation of peers might in the last resort be the only way of concluding the dispute. His Majesty faced these contingencies and entertained the suggestion, although with legitimate reluctance. The King naturally felt, as did the Government, that if they resigned and a dissolution followed it would be practically impossible to keep the Crown out of the controversy. This naturally was most distasteful to His Majesty.

Lord Haldane said that no sane Minister could have given other advice to the King. There was no other course open to the Government unless they were to find themselves in the humiliating position of acknowledging that the constitution had broken down and that the present situation was irremediable.

The House passed the vote of censure by 268 votes to 68.

THE KING'S RELUCTANCE.

LATER.

The *Times* states that it has high authority for stating that Lord Crewe's reference to the King's reluctance was made by request. It is understood that Lord Crewe's fresh account of the events of November last was the result of the visits of Baron Knollys to him and Mr. Asquith. Yesterday the *Times* and the *Daily Telegraph* emphasized the passage in Lord Crewe's speech in which is suggested the possibility of the "lamentable necessity" of the unlimited creation of peers. Both journals appeal to the peers to prevent such an eventuality.

THE OPIUM CONFERENCE.

LONDON, August 9th.

A Washington message states that all the interested Powers have accepted the proposals of the Opium Conference and invitations will shortly be issued for a Conference to be held at the Hague on the 15th October.

THE "NIOBE"

LONDON, August 9th.

The Canadian cruiser *Niobe* which went ashore on the coast of Nova Scotia has been towed to Halifax.

BRITISH TRADE RETURNS.

LONDON, August 9th.

British trade returns for the month of July show an increase in imports of £1,090,048, mostly in food, tobacco and raw materials. Exports show a decrease of £3,780,541, mostly in iron, steel, cotton and wool manufactures.

NEW AMERICAN STATES.

LONDON, August 9th.

Washington messages state that the Senate has admitted the Territories of New Mexico and Arizona into the union of States.

THE POPE.

LONDON, August 9th.

The Pope is suffering from cold and gouty pains. Sisters are in the Vatican nursing His Holiness.

STRIKES IN ENGLAND.

LONDON, August 9th.

Four thousand railway workers are idle at Liverpool. The strikers have issued a manifesto in which all railwaymen in sympathy with the strike are requested to strike in protest against the Conciliation Boards. All goods stations and docks are idle. Quantities of meat and butter and other perishable goods are being held up.

THE DELTH DURBAR.

LONDON, August 9th.

Lord Crewe had an audience at Buckingham Palace regarding the Durbar. Baron Knollys in the afternoon called upon Lord Crewe and then went to Downing Street.

CORRESPONDENCE.

IS HONGKONG LIGHTLY TAXED?
[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

HONGKONG, August 8th.

Sir,—On June 1st the Hon. C. Montagu Edw. in moving that the Military Contribution should be fixed at \$1,000,000 annually, endeavoured in a very able speech to disprove the statement that residents in Hongkong are more lightly taxed than residents in Great Britain.

I sympathise fully with the endeavour of the official members to alter the incidence of this contribution, which, as the Hon. Mr. Pollock said, hangs like a millstone round our necks whenever we raise revenue to meet any exigency that may occur, and I consider it only fair that the taxpayers of the Empire should bear the great portion of the cost of maintaining a fortress and naval and military base this Outpost of the Empire, which forms such an important link in the protection of British trade, British property and British prestige in the Pacific from the Aleutian Islands to Tasmania and from Panama to Soochuan.

Nevertheless, it appears to me that Mr. Edw.'s arguments are fallacious, and, as they might tend to discourage the Council in framing the annual Estimates, which must soon be brought forward, from providing the Revenue necessary for the development and welfare of the Colony, I crave permission to encroach on your valuable space in order to show that the statement which Mr. Edw. set out to controvert is true, not only absolutely, but in the relative sense put forward by him, that is, in comparison with the average wealth of the individual.

Mr. Edw. starts by showing that taxation in Great Britain is £6 17s. 0d. per head, and in Hongkong \$16, or £1 9s. 0d. only, less than one-fifth.

He then proceeds to compare the average wealth of the taxpayer at home and in Hongkong respectively; and putting the total national income of the United Kingdom at £2,000,000,000 capitalises that income at 4 per cent, and obtains a total capital value of privately owned property in the United Kingdom of £50,000,000,000 sterling. In this calculation Mr. Edw. ignores the difference between earned and unearned income. The earned income of the United Kingdom (that is, salaries and wages) is estimated to amount to about £1,000,000,000, or half the total; the remaining half consists of rents and profits of capital. Therefore, the total privately owned property is about £25,000,000,000 according to Mr. Edw.'s own method, or about £550 per head of the population instead of £1,000 as stated by him.

Then Mr. Edw. estimates the value of property in this Colony at \$275,000,000, or £60 per head of population; he does not say whence this figure is derived, and I am therefore unable to criticise it.

But the ability to pay taxes does not only depend on the property of the taxpayer, it depends upon his income, and it must be remembered that nearly every male adult in Hongkong is working and earning an income, and that here the proportion of male adults to the total is very much in excess of a similar proportion at home, and that in Hongkong the female adults are mostly income earners as peasants, servants, or coolies.

If in the United Kingdom the earned income is about equal to the unearned income, in Hongkong the former must exceed the latter by a very large sum.

The average annual earned income at home is apparently about £22 per head of population (including women and children); in Hongkong we have no data upon which to form an estimate, but I think we may safely say that it is not less than £12 a year.

If income at 5 per cent. on Mr. Edw.'s average capital of £60 owned by each individual here is added, the average gross income earned and unearned is £15 at least; whilst the average gross income earned and unearned at home is £44, or about 3 times as much.

If therefore we are to be taxed in proportion with our friends at home we should contribute £2 5s. 8d. each instead of the present sum of £1 9s. 0d.

To descend, however, from the realms of pure theory to actual facts, let us enquire what rates and taxes an ordinary householder pays in England and Hongkong respectively.

If he lives in an urban district in England his rates and taxes (including water rate, inhabited house duty, poor, education, police, borough, &c.) will probably amount to at least 37½ per cent., or 7/6d. in the pound; he pays taxes on his tea, coffee, cocoa and tobacco; he pays taxes of 2/6d. a bottle on his brandy and nearly 2/ a bottle on his whisky, and to crown all, he pays income tax.

I estimate that rents in Hongkong are about two and a half times those paid for equivalent accommodation in an average urban or suburban residential area in England, and as we pay rates here at 15 per cent. on this higher rent, we may say that we pay 32½ per cent. as against 37½ at home; our breakfast tables and our smokes are duty free, we pay about 1s. 3d. a bottle on brandy and less than 1s. 1d. on whisky, and we pay no income tax. Amongst the Chinese duties on whisky, &c., are represented by the duties on lamphu and the rent of the Opium Farm.

If our rates were increased to 15 per cent. (i.e., the home level if my estimate is correct) the Revenue would gain at least \$20,000 without the expenditure of a single extra cent in collection, and the additional \$2 or \$3 a month to each householder would be inconsiderable.

If the liquor duties were doubled, some \$450,000 would be gained without any additional expense, and no one could grumble, because if a man couldn't afford to pay more for his drinks he could consume half the quantity of alcohol to the great advantage probably of his health and pocket. If still more revenue were required, the collection of a duty on tobacco by the Superintendent of Imports and Exports would cost little and not injure any individual to an appreciable extent, and we should still have our free breakfast table and no income tax to console us for our exile.

It cannot be doubted that additional revenue is urgently required to carry out many public works which are absolutely indispensable for the welfare and development of the Colony and which all appear to be held up for want of funds; such as Wireless Telegraph Stations at Hongkong and the Pratas, electric communication with Cheung Chau and Lantau, roads to Lai Chi Kok and Tsun Wan, from Fanling to Au Tan and in many other places.—Yours, &c.,

TAXPAYER.

ATTEMPT TO KILL A EUROPEAN.

Early yesterday morning, just about dawn, a determined attempt seems to have been made by a Chinese to murder a sleeping European on the Y. M. C. A. floor of Alexandra Buildings. The European in question was Mr. R. L. Atkinson, an assistant at Messrs. Buxton & Company's, who occupies one of the rooms there. Owing to the heat he was sleeping on the verandah, and was aroused by a stab with a knife. He saw in the moonlight a dismissed boy bending over him. Realising what had happened, Mr. Atkinson yelled for assistance and aroused men sleeping in the adjoining rooms, but the boy on the alarm being raised hurriedly made his escape, and in falling over an obstacle in the room dropped the knife, which was of the kind commonly used by Chinese cooks.

Mr. Atkinson's injury was promptly attended to. Fortunately it is not of a serious nature. The miscreant evidently missed his mark, and instead of a deep stab he made a long slanting cut on his victim's side.

It was subsequently discovered that the boy had taken Mr. Atkinson's revolver from the drawer in which he kept it, and had tried to fire it, but the cartridges in it fortunately proved of no use.

The police have the matter in hand.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at noon yesterday:—Cyclone or Typhoon S.E. of Naha, moving W. or W.N.W.

SHIPPING NOTES.

There has been some doubt in Hongkong as to whether Captain Archibald was in command of the *Empress of China* on her last fateful trip, as the C. P. R. Commodore had intimated taking a holiday. The accounts we reproduced from the Yokohama papers yesterday put an end to doubt. Captain Archibald was in command, and he will have the sympathy of hosts of friends on both sides of the Pacific in his misfortune. An illustrated supplement published by the *Japan Gazette* gives seven views of the wrecked steamer.

The ship's officers are as follow:—Captain R. Archibald, R.N.R., Commander; Mr. A. O. Copper, R.N.R., Chief Officer; Mr. C. E. Daniel, R.N.R., Second Officer; Mr. F. W. N. Higgins, R.N.R., Ex. Second Officer; Mr. G. Watson, R.N.R., Third Officer; Mr. R. W. Partington, R.N.R., Fourth Officer; Mr. W. Mathieson, R.N.R., Chief Engineer; Mr. S. C. Bins, Purser; Mr. John S. Stewart, M.D., Surgeon; Mr. D. C. Bisset, Chief Steward; and Mrs. M. E. Murphree, Stewardess.

The Imperial Mail Steamship line of the North German Lloyd to East Asia and Australia on June 30th completed 25 years' work. The pioneer steamer was the *Order*, Captain Pfeiffer, which opened the voyages on June 30th, 1886, whilst as the second steamer the *Salier* followed to Australia on July 14th. The Secretary of State Delbree and the Secretary for Postal Affairs sent congratulatory telegrams to the Norddeutscher Lloyd, expressing the hope that the company's lines to the Far East may continue to prosper.

It was mentioned in this column a week ago that the *Palermo* went aground on the Kanagawa side of Yokohama breakwater during the storm of the 25th-26th instant. Tug operations having proved unsuccessful, draggers had to be employed to dig round the vessel. Her condition was reported by the Harbour Office authorities as being worse than that of the *Hitachi-maru*, which also went ashore in that section of the harbour during the storm of the 19th June. The depth of water at this point is about 19 feet.

The Toyo Kisen Kaisha, having added the *Shiyo-maru* to their fleet of Trans-Pacific liners, announces the inauguration of the new service from Yokohama on the 29th inst. Captain H. Stanley Smith will command the new liner, which is a vessel of 21,000 tons, capable of a speed of 21 knots. She was built in Japan.

The *Economist* states that the following issues of British capital have taken place during the last six months:—For the United Kingdom, £16,477,000; for British possessions, £35,576,000 (including £3,157,500 for Australasia, and £19,784,500 for Canada); for foreign countries, £65,230,000.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. R.O. Box 33. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 6th Rd. Tiche's.

NEW ADVERTISEMENTS

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

DIVIDEND WARRANTS dated London 14th July, 1911, may be had on application at the Office of the Underigned. JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 9th August, 1911. [1014]

"SHIRE" LINE OF STEAMERS, LTD. FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "CARMARTHENSIRE." Capt. R. L. Davis, will be despatched as above on or about the 30th August. The attention of Passengers is directed to the excellent accommodation provided by this Steamer at Moderate Rates. A Doctor and Stewardess are carried, and all cabins are fitted with Electric Fans. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 10th August, 1911. [1015]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ LUDWIG," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th Aug. will be subject to sale. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Aug., at 9.30 A.M. All Claims must reach us before the 19th Aug., or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underigned. This Steamer brings Cargo. Et as "Panda" from Zanzibar via Aden. Transhipped at Port Said. NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents. Hongkong, 8th August, 1911. [5]

ORIENTAL BREWERY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of 10B is REDUCED to ONE CENT per lb. from this Date.

ORIENTAL BREWERY, LTD.

Hongkong, 7th August, 1911. [1009]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IT IS HEREBY NOTIFIED that the Price of 10B is REDUCED to ONE CENT per lb. from this Date.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 7th August, 1911. [1005]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN Accordance with the Provisions of No. 104 of the Articles of Association, the General Managers have this Day Declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1911, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after WEDNESDAY, 16th August.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 14th August, 1911, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, 7th August, 1911. [1006]

NEW ZEALAND GREEN-STONE.

SPECIMENS of this lovely Stone, worn universally as a Fashionable Article of Jewellery, Mailed direct to you for 10/-.

Write to-day. B. WEINGOTT, Dept. J. Wangarua, New Zealand. [984]

ITALIAN MARBLE.

MONUMENTS, FIGURES, HEAD-STONES and CROSSES in Stock at BROWN, JONES & Co., 41, Morrison Hill Road. Hongkong, 1st June, 1911. [776]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Mosaic Pictures made of used Postage Stamps. Inspection Invited. [891]

PUBLIC COMPANY

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th of August, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1911.

The REGISTER of SHARES of the Corporation will be CLOSED on MONDAY, the 7th August, to SATURDAY, the 19th August, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Court of Directors, N. J. STABB, Chief Manager. Hongkong, 2nd August, 1911. [994]

FOR SALE

DERRINGTON, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to C. SCHROTER, Care of Messrs. GARRIES, BORNHAY & Co., King's Buildings, IIIrd. Hongkong, 10th July, 1911. [923]

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910.

Revised by the MEMBERS. PRICE - - - - - \$3.

DAILY PRESS OFFICE. Hongkong, 21st February, 1911.

AUSTRALIAN BUTTER.

There is Nothing better than the best. We keep it. Do you want it?

FOUR BRANDS:

FOUR PRICES

French, Sweet, Firm and cold as ice.

THE DAIRY FARM CO., LTD. [36]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .55SG. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [608]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [609]

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA OCHI, MUTABE, YOSHIMOTO, HOJO, KANADA, NAMAZUTA, SATO SHINNEW and KAMAYAMADA. Collieries. AGENTS FOR KISHIDAKE and SAKITO Coals.

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Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 10th August, 1911. [636]

INTIMATIONS

GRAND OPENING OF FRANK FILLIS GREAT EUROPEAN CIRCUS AT THE VICTORIA SKATING RINK, Opposite the Central Market, Hongkong. TOMORROW (FRIDAY), 11th AUGUST, 1911. 7 DAYS ONLY 7

Great Tremendous Programmes will be presented at each Performance. Daring, Thrilling, Exhilarating, Novel, Funny and Sensational Acts, including all our World Famed Trained Horses, Fairy Ponies, Dogs, Leopards, Monkeys, Baboons, etc., etc., etc., also our World Famed Artists. 50 in all 50 in sensational, contortionist acts, Ladies and Gentlemen Jockey act Riders, Wonderful Jugglers, Wonderful Barrel Twisters, Song and Dance Artists, and everything that is wonderful, all to be seen in the Rink on FRIDAY, 11th August, and also SATURDAY, SUNDAY, MONDAY, TUESDAY, WEDNESDAY and THURSDAY, 12th, 13th, 14th, 15th, 16th and 17th August.

GRAND MATINEES—SATURDAY AND SUNDAY, and Special Attractive Programmes will be presented. Doors Open at 3 o'clock. Performance at 4 P.M. A GRAND CHINESE PIG HUNT 50 Dollars for Pigs 50 Will take place on SATURDAY, 12th August, and SUNDAY, 13th August. Entries free for all Chinese. POPULAR PRICES TO PERFORMANCES: 30 cents Gallery, 50 cents Carpeted Seats, \$1 Stalls, \$2 Reserved Seats, \$3 Box Seats, Children Half-Price to Matinee. Doors Open at 3 P.M. Performance at 3.15 P.M. sharp. Booking Plan at Messrs. ROBINSON RIANO Co. Hongkong, 9th August, 1911. D. B. MOPHERSON, Manager. [1016]

WAIT FOR THE NEW SHOW COMING BY S.S. "YARRA." OPENING NIGHT! AUGUST 16TH, 1911. AT CAUSEWAY BAY. Hongkong, 10th August, 1911. [982]

INTIMATIONS

BYSACK'S HIPPODROME CIRCUS. CAUSEWAY BAY. Look at This! LOOK AT THIS! BOXING! BOXING! BOXING!!! ON SATURDAY, 12th AUGUST, at 9 P.M.

15 Rounds Corpl. SCRUTTON v. Seaman TOVEY, for the Middle-Weight Championship of the Colony.

10 Rounds IRON BUX v. Pte. POTTER, K.O.Y.L.I.

8 Rounds Sapper MILES, R.E. v. Pte. SMITH, K.O.Y.L.I.

Finalist Army and Navy Light-Weight Championship Alderholt, 1909.

8 Rounds Seaman DAVIS v. Pte. WORTHINGTON, H.M.S. "Cadmus," K.O.Y.L.I.

No Bluff Programme. Genuine Bouts. No Fakes. No Frame-ups.

JACK DEMPSEY, Referee. MID KELLY, Timekeeper.

POPULAR PRICES: Ring Side, \$5.00. Stalls, \$3.00. Gallery, \$1.00. Natives, 50 cts. Free List Entirely Suspended. Hongkong, 9th August, 1911. [1013]

RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS:

EVERY Man and Woman in Hongkong should read the series of Articles appearing in the "HONGKONG TELEGRAPH" on "THE RIGHTS, DUTIES AND LIABILITIES OF SHAREBROKERS."

The Law is clearly stated. The Faults of the Hongkong system criticised. Two Articles have already appeared, but back numbers can be obtained on application. Further instalments will appear on Saturdays, until completion of the series. Don't Miss Them. They will interest you deeply, and are worth preserving.

"HONGKONG TELEGRAPH," 47, Des Voeux Road Central. Hongkong, 7th August, 1911. [1004]

TO LET

FLATS in Nathan Road.

FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mat, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 14th February, 1911. [892]

TO LET

GODOWNS, 95 and 96, Praya East.

Apply to CHATER & MODY. Hongkong, 31st March, 1911. [121]

TO LET

GODOWN, No. 4, New Praya, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1911. [116]

TO LET

TWO OFFICES on 1st Floor of Hotel Mansions.

Apply to HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th April, 1911. [576]

TO LET

OFFICES on Ground and First Floor in Chater Road. Very central position. No. 7, DUDDELL STREET, 1 Godown. "KELLY'S CREST," No. 65, Praya, from 1st August, 1911.

No. 9, BEACONSFIELD ARCADE (Shop). The MYRIE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911. No. 57, PRAYA GRANDE, Macao. FOR SALE—Two Crests, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to L. L. STEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 2nd August, 1911. [118]

TO LET

GODOWN, No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st August, 1911. [114]

TO LET

10, MOUNTAIN VIEW. Immediate possession.

Apply to "Y. Z." Care of "Daily Press" Office. Hongkong, 6th July, 1911. [491]

TO LET

THE BUILDING now in occupation of THE MERCANTILE BANK OF INDIA to be let from 1st January, 1912. GODOWNS, 151 to 155, PRAYA EAST, SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also NEW EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 8th August, 1911. [113]

TO LET

AN OFFICE in Alexandra Buildings.

Apply to A. S. WATSON & Co., Ltd. Hongkong, 8th June, 1911. [799]

TO LET

FURNISHED HOUSE, with Tennis Court, on higher level.

Apply to Y. X. Care of "Daily Press" Office. Hongkong, 1st August, 1911. [990]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP: Yen 24,000,000. RESERVE FUND: 16,850,000. Date: 13th March, 1911.

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES: Tokyo, London, Osaka, Nagasaki, San Francisco, Lyons, New York, Shanghai, Honolulu, Bombay, Tientsin, Hankow, Peking, Yokohama, Port Arthur, Chong Chuan, Manila, Kobe.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4 per cent. per annum. 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636 " " " " " " " 648 " " " " " " " 660 " " " " " " " 672 " " " " " " " 684 " " " " " " " 696 " " " " " " " 708 " " " " " " " 720 " " " " " " " 732 " " " " " " " 744 " " " " " " " 756 " " " " " " " 768 " " " " " " " 780 " " " " " " " 792 " " " " " " " 804 " " " " " " " 816 " " " " " " " 828 " " " " " " " 840 " " " " " " " 852 " " " " " " " 864 " " " " " " " 876 " " " " " " " 888 " " " " " " " 900 " " " " " " " 912 " " " " " " " 924 " " " " " " " 936 " " " " " " " 948 " " " " " " " 960 " " " " " " " 972 " " " " " " " 984 " " " " " " " 996 " " " " " " " 1000 " " " " " " " 1008 " " " " " " " 1016 " " " " " " " 1024 " " " " " " " 1032 " " " " " " " 1040 " " " " " " " 1048 " " " " " " " 1056 " " " " " " " 1064 " " " " " " " 1072 " " " " " " " 1080 " " " " " " " 1088 " " " " " " " 1096 " " " " " " " 1104 " " " " " " " 1112 " " " " " " " 1120 " " " " " " " 1128 " " " " " " " 1136 " " " " " " " 1144 " " " " " " " 1152 " " " " " " " 1160 " " " " " " " 1168 " " " " " " " 1176 " " " " " " " 1184 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RUBBER SHARES.

SINGAPORE QUOTATIONS.

On 3rd August, 1911.

(Messrs. LYALL AND EVATT'S LIST.)

Nom. Value.	Buyers.	Sellers.
21 Allagar	35 3/8	3 1/8
21 Allagar Options	1 1/8	1 1/8
21 Anglo-Java	4 1/2	5 1/2
21 Anglo-Johore	7 1/2	9 1/2
21 Anglo-Malay	16 1/2	17 1/2
21 Anglo-Sumatra	55 1/2	68 1/2
1 Ayer Kuning	13 1/2	17 1/2
1 Banteng	41 1/2	49 1/2
21 Bata Malaka	15 1/2	18 1/2
21 Bata Carer	22 1/2	25 1/2
1 Batu Tiga	7 1/2	7 1/2
1 Beaufort Berne	15 1/2	16 1/2
1 Bukit Kijang	37 1/2	38 1/2
1 Bukit Lintang	7 1/2	8 1/2
21 Bukit Meriam	2 1/2	2 1/2
21 Bukit Rajah	22 1/2	24 1/2
21 Bukit Selangor 1st pd.	1 1/2	1 1/2
21 Carey United 5th pd.	5 1/2	10 1/2
1 Castlefield	10 1/2	11 1/2
21 Chersonese	1 1/2	1 1/2
21 Chimpun options	14 1/2	14 1/2
21 Cichy Ord	3 1/2	3 1/2
21 Prof	3 1/2	3 1/2
21 Consolidated Malay	16 1/2	17 1/2
21 Damsara	100 1/2	112 1/2
1 Denistown	22 1/2	26 1/2
21 Edinburgh	74 1/2	74 1/2
21 Federated Selangor	19 1/2	21 1/2
21 Gelandang Bear	4 1/2	5 1/2
21 Gelandang	77 1/2	83 1/2
21 Golden Hope	7 1/2	8 1/2
1 Hajop	74 1/2	81 1/2
1 Harpenden	17 1/2	19 1/2
21 Haswood	34 1/2	42 1/2
21 Highlands & Lowlands	80 1/2	85 1/2
1 Inch Kenneth	18 1/2	20 1/2
21 Jasia	1 1/2	1 1/2
21 Johore R. Lands 10th pd.	11 1/2	14 1/2
1 Jura	7 1/2	12 1/2
21 Kampong Kwatun	9 1/2	11 1/2
21 Kamuning 1st pd.	2 1/2	3 1/2
21 Kappa	4 1/2	5 1/2
21 Kapar Para	14 1/2	15 1/2
1 Kaptigalla	10 1/2	12 1/2
21 Kepong	11 1/2	12 1/2
1 Kola Tinggi	2 1/2	2 1/2
21 Kuala Lumpur	12 1/2	13 1/2
21 Laba (P.M.S.)	8 1/2	9 1/2
21 Lendun	5 1/2	6 1/2
21 Lendun 1st pd.	20 1/2	27 1/2
1 Liang Ori	30 1/2	41 1/2
21 London Asiatic	9 1/2	10 1/2
21 Lumat 1st pd.	9 1/2	12 1/2
1 Malacca 7th Prof.	15 1/2	17 1/2
21 Merlimau	34 1/2	36 1/2
21 Mount Austin	1 1/2	1 1/2
1 N. B. Hill 1st pd.	27 1/2	31 1/2
21 Padang Jawa	2 1/2	2 1/2
21 Pataing	40 1/2	46 1/2
21 Pelepah	3 1/2	4 1/2
21 Perak	5 1/2	6 1/2
21 Permat	20 1/2	22 1/2
21 Port Dickson 1st pd.	20 1/2	23 1/2
1 Rombin Prof.	20 1/2	23 1/2
1 R. of Johore 1st pd.	20 1/2	23 1/2
21 R. of Kelan	20 1/2	23 1/2
21 R. of Kelan 1st pd.	20 1/2	23 1/2
1 Sagar	20 1/2	23 1/2
1 Sagar 1st pd.	20 1/2	23 1/2
1 Sagar 2nd pd.	20 1/2	23 1/2
1 Sagar 3rd pd.	20 1/2	23 1/2
1 Sagar 4th pd.	20 1/2	23 1/2
1 Sagar 5th pd.	20 1/2	23 1/2
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1 Sagar 96th pd.	20 1/2	23 1/2
1 Sagar 97th pd.	20 1/2	23 1/2
1 Sagar 98th pd.	20 1/2	23 1/2
1 Sagar 99th pd.	20 1/2	23 1/2
1 Sagar 100th pd.	20 1/2	23 1/2

SHANGHAI SHARE QUOTATIONS.

On 1st August, 1911.

(J. P. Bisset & Co.'s List.)

COMPANY.	PAID UP.	QUOTATION.
Banking—		
Hongkong & Shanghai	\$125	\$140, sales & b.
National of China	20	\$80, sales
Russo-Chinese	\$187 1/2	Tls. —
Insurance—		
Union Society C'n	\$100	\$825, buyers
North-China	25	Tls. 10 1/2
Yangtze Assoc.	\$50	\$210, buyers
Canton	\$50	\$177 1/2, buyers
Hongkong Fire	\$50	\$325, buyers
China Fire	\$20	\$181 1/2, buyers
Shipping—		
Indo-China (pref. def.)	25	Tls. 47, buyers
Shell Transp. (ord.)	21	\$430
S'hai Tug & Lighter (ord.)	210	\$211.00, nom.
Kochin Transport & Tow-Boat	T80	Tls. 47 1/2, sellers
Docks & Wharves—		
S'hai Dock & Eng.	T100	Tls. 50, buyers
H. & W. Dock	\$50	Tls. 55, sellers
S. & H. Wharf	T100	Tls. 85, buyers
H. & W. W. & G.	\$50	\$45, buyers
Yongtze	T100	Tls. 130
Mining—		
Anglo-Australian	21	\$2, sellers
Chinese Eng. & Min.	21	Tls. 14 1/2, sales
Lands—		
S'hai Investment	T50	Tls. 91, sellers
H'kong Investment	\$100	\$94, sellers
Humphreys Estate	T10	\$6.15, buyers
Wellington	T20	Tls. 4, sales
China	T50	Tls. 50, nom.
Anglo-French	T100	Tls. 92
Plantations—		
Alma Estates, Ltd.	21	Tls. 74, sellers
S'hai Rubber	T74	Tls. 91
P'atong Co., Ltd.	T74	Tls. 91
Chongchak	T21	Tls. 12, buyers
Domestic Rubber	T10	Tls. 20
Kalpong Rubber	T1	Tls. 11 1/2, buyers
K. Java Plant, Ltd.	T1	Tls. 4, sellers
Shanghai Rubber	T5	Tls. 25
Shanghai-Sumatra Tobacco	T20	Tls. 90
T. B. & T. Estate Co.	21	Tls. 12.05
Cottons, etc.—		
Kwo...	T50	Tls. 77 1/2, sales
Intercontinental	T50	Tls. 40
Leou Kung Mo...	T100	Tls. 01, buyers
Soy Choco	T50	Tls. 22
Shanghai Cotton	T50	Tls. 53, sales
Eastern Fibre	210	Tls. —
Industrial—		
A. Butler Cement	T50	Tls. 23, buyers
The Works	\$100	\$124, sales
Anglo-Gor. Brewery	T50	Tls. 21, sales
China Flour Mill	T50	Tls. 21, sales
China Ice & Cold	T100	Tls. 70, sales
Lumber	\$100	\$81, buyers
C. Sugar Refining	\$100	\$81.15, sales
Green Is. Cement	\$100	\$81.15, sales
Manchukopping, & Co.	210	Tls. 90, sales
Major Brothers	T50	Tls. 20, sellers
Schachtel & Sons	T50	Tls. 20, sellers
Miller, Ltd.	T50	Tls. 40, sellers
Shanghai Electric Construction	210	Tls. 51, buyers
Shanghai Electric & Co.	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls. 105
Shanghai Ice & Cold	T50	Tls. 12
Shanghai Ice & Cold	T50	Tls. 22, sellers
Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
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Shanghai Ice & Cold	T50	Tls. 12
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Shanghai Ice & Cold	220	Tls. 37 1/2, buyers
Shanghai Ice & Cold	\$25	\$21, sellers
Shanghai Ice & Cold	T50	Tls

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "KIYO MARU."

FROM SOUTH AMERICAN PORTS
AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 8th inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on MONDAY, the 14th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before MONDAY, the 21st inst., otherwise they will not be recognised.

K. MATSUDA,

Agent.

Hongkong, 7th August, 1911.

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 7th August, 1911.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBORO',
HULL, LONDON AND STRAITS.

THE Steamship

"GLENTURRY."

Captain E. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 7th August, 1911.

SWEDISH EAST ASIATIC CO., LTD.,
GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"YEDDO."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognised.

Bills of Lading will be countersigned by the Undersigned.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG, Agents.

Hongkong, 7th August, 1911.

"DARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 8th August, 1911.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE &
PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

Steamers	Tons Dwt.	Captain	To Sail on or About
SUVERIO	11,000	F. S. Cowley	22nd August.
KUMERIC	11,000	G. B. McQuinn	26th September.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

King's Building, Praya Central.

Telephone No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE
QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG TO BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG TO RIVER PLATE Ports transhipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG:

FROM CALCUTTA:

Frequent Sailings

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.,

(THE BANK LINE AGENCY),

Telephone No. 780.

Hongkong, 26th July, 1911.

SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

46]

YORK BUILDINGS TOP FLOOR

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "NIPPON MARU."

FROM SAN FRANCISCO, HONOLULU
AND JAPAN PORTS.

THE Steamship

"ISCHIA."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

K. MATSUDA, Agent.

Hongkong, 8th August, 1911.

"DARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 8th August, 1911.

FOREIGN WARSHIPS.

NEW CRUISERS FOR JAPAN.

Two significant announcements in connection with foreign warship building have been made this week, indicating in the one case a further increase in the armoured fleet of Japan and in the other the introduction of novel features in the new battleships of the United States. The advance thus indicated can hardly fail to find reflection in European design and new construction.

In a paper read before the jubilee meeting of the Institution of Naval Architects by Rear-Admiral Motoki Kondo, Inspector-General of Naval Construction of the Imperial Japanese Navy, this officer stated that in addition to the large armoured cruiser of 27,500 tons building for Japan by the Vickers Company a similar cruiser had just been begun at the Yokosuka Navy Yard in Tokyo Bay, and that orders had been placed with the Mitsubishi Dockyard, Nagasaki, and the Kawasaki Shipbuilding Company, Kobe, two private ship-building firms, for the construction of two similar armoured cruisers. In another paper read by Engineer-Rear-Admiral Tsurugoro Fujii on Thursday on the progress of naval engineering in Japan it was stated that Parsons turbines of 100 h.p. will be placed in three of these armoured cruisers, including the one building by the Vickers Company, and a Corliss turbine installation of the same power in the fourth cruiser. This is the first official information about the building of two of these armoured cruisers and about the horsepower of all four. All these vessels should be ready for service in 1913-4.

In point of size and power the four Japanese cruisers come between the British Lion, of 26,350 tons, and the Queen Mary, of 27,500 tons and 75,000 horsepower. No official information is given about the armament of the new cruisers but the Inspector-General of Naval Construction stated that the Ordnance Department at the Kure Navy Yard has the capacity for manufacturing guns and mountings up to the largest size, and almost the whole armament of all the warships built in Japan of late years has been made there.

TRIPLE-GUN TURRETS.

Our Washington Correspondent states that in the two battleships of the programme of 1911-12 it has been decided to mount 12 14-in. guns, three in a turret. This is a new departure in United States practice, but the plan has been already followed with 12 12-in. guns in the Italian battle cruiser, launched on August 20, 1910, and now completing at Spina, in the American Virginia, launched on June 24, and in the Russian Sevastopol, launched on June 29. Discarding the objections to this system Sir William White has said—

"When three guns were mounted on one turret and exposed to similar risks of simultaneous disablement, then, he thought, too many hostages were given to fortune, and economy in weight of protective material and mountings had been carried too far. Actual trials would determine whether or not it was possible to maintain the same rapidity in loading and firing individual guns in a triple turret as could be obtained when two guns were mounted in one turret, and the Italian naval authorities, before deciding in favour of triple turrets, probably satisfied themselves on this point. But even if the results proved satisfactory under peace conditions and as to rate of fire, only war experience could determine the crucial point as to the risk of simultaneous disablement of three guns mounted on a single turret."

It may be concluded that the tactical advantage of this system is that it gives fire of three of the guns right ahead and right astern and all 12 guns on either broadside, and it gives this fire without having recourse to raising one turret so that it may fire over another. It is also said to have its advantages for the "director" system of battery control. From the constructor's point of view there must be a saving in weight of protective material, and possibly something to be gained in the arrangement of the magazines and ammunition supply. Four turrets in place of six, moreover, would allow greater space for the anti-torpedo defence battery, either for more guns or others of larger calibre.

THE ANTI-TORPEDO BATTERY.

This raises the secondary battery question, in regard to which exactness in terminology is important. That which was originally called the secondary battery was actually a part of the heavier armament, which consisted of guns of two calibres, both for use in fleet actions. It was with a view to reducing the diversity of armament that the intermediate calibre of gun disappeared and the secondary battery became absorbed in the main armament. The anti-torpedo defence battery thus became the secondary battery, and here again an objection to a multiplication of calibre weighed just as heavily and resulted in the armament of the Dreadnought with 12-pounder guns, which she was designed were considered sufficient protection against torpedo craft. Other nations decided that it would be well to mount a gun which could be used not only against torpedo attack but also for supplementary use in fleet action.

Thus we have today the secondary or anti-torpedo defence battery varying from 4 in. guns in our service to the 6.7 in. guns in the German Navy. In the American service from 3 in. the calibre of the secondary battery has been increased to 5 in., and it is doubted whether either a 4 in. or 5 in. shell has sufficient stopping power for the destroyers of to-day. This view, and the desire to utilize the secondary battery for fleet actions, seems likely to lead to heavier guns being placed in this battery and a reasonable amount of armoured protection given to it. It is clear, however, from recent trials that light armour, such as has been used on casemates and bulkheads, is of just the thickness which will give to the projectiles of the heaviest guns the requisite amount of resistance to ensure their bursting with the greatest possible effect. With the primary armament in triple-gun turrets it should be possible to give to secondary battery adequate protection.

DIGGER SHIPS AND GUNS.

The significance of these developments appears to lie in their suggestion of increased size and heavier armament for both battleships and armoured cruisers. They also suggest that the trend of professional opinion is against multiplication of the calibres of guns. Hitherto the Japanese, for reasons which it is unnecessary to mention, have adhered to the old plan, but in these four new ships they are following the British system. As Rear-Admiral Kondo says in the paper already mentioned—

"The Dreadnought is the logical outcome of the progress of naval construction, and that type we have been striving to reconstruct after the way had never taken place. In America, although the guns for the main battery of the new ships are spoken of as 14 in., guns of 16 in. calibre have also been proposed. The information, too, which has been given about the latest German vessels shows that an increase in calibre is contemplated. As in the Heligoland class of battleships, and the cruisers Moltke and Goeben, the number of guns of middle calibre has been increased and the smallest guns reduced, the latter will in all

probability disappear altogether. In Austria and in Russia the tendency is also strongly in favour of only two calibres of guns: the main battery of 12 in. or higher calibre, and the secondary battery of from 4-7 in. to 6 in. calibre. There is no sign at all at present that, with Germany proposing to introduce a 14 in. gun and this country a 15 in., the displacement of the heavier classes of ships will be reduced.—The Times.

SHIPPING IN PORT.

ANGELIN, German str., 1,001, C. Kumpff, 2nd August—Bangkok 26th July, Rice—Butterfield & Swire.

AWA MARU, Japanese str., 3,921, T. Inaba, 5th August—Seattle via Japan and Shanghai 3rd Aug. General and Flour—Nippon Yusen Kaisha.

CARINTHIO, British str., 2,355, E. Woodhead, 27th July—Cardiff 8th June, Coal—Admiralty.

DAIWIN MARU, Jap. str., 899, Y. Yamamoto, 2nd August—Swatow 30th July, General—Osaka Shosen Kaisha.

DAKOTAH, British str., 2,752, W. A. Ross, 2nd August—Amoy 1st August—Standard Oil Co.

DERWENT, British str., 1,520, Jenkins, 29th July—Cebu 22nd July.

DEVANAGIRI, German str., 1,057, E. Gathe, 30th July—Bangkok 22nd July, Rice and Timber—Butterfield & Swire.

DUMFRIES, British str., 3,051, Mase, 26th July—Amoy 22nd July, Coal—Doddwell & Co.

FOOKIANG, British str., 1,897, E. A. Mitchell, 6th August—Calcutta 20th and Singapore 23rd July, General—Jardine, Matheson & Co.

FRI, Norwegian str., 860, N. G. Andersen, 6th August—Nanchang and Dalay 26th July, Beans—Aagaard, Thoresen & Co.

GERMANIA, German str., 1,714, H. Fransson, 7th August—Wakamatsu 30th July, Coal—Jensen & Co.

GLENTURRY, British str., 3,026, R. Webster, 7th August—London via Porto 17th June, General—Shewan, Tomes & Co.

HALVARD, Norwegian str., 1,066, Anderson, 7th Aug.—Hollow 5th August, General—Chinese.

HELEN, German str., 771, H. Bendixen, 7th August—Quilichon 1st and Tonsara 5th August, General—Jensen & Co.

HOPKINS, British str., 1,359, J. M. Hay, 6th August—Hongkong 3rd August, Coal—Jardine, Matheson & Co.

ISCHIA, Italian str., 2,381, Boletto, 4th August—Singapore 26th July, General—Carlotta & Co.

JEREBRO, British str., 1,234, White, 6th August—Keelung 2nd August, General—Bank Line Ltd.

KIANG PING, Chinese str., 1,222, H. Udden, 7th August—Chinkiang 1st Aug. General—Chinese.

KIYO MARU, Japanese str., 3,000, S. Toge, 6th August—Amoy 30th July, Coal—Toyo Kisen Kaisha.

KORSA, American str., 5,651, Wm. Fisher, 1st August—San Francisco via ports 5th July, Mails and General—P. M. S.S. Co.

KUKOROW, British str., 1,215, Forsyth, 7th August—Tientsin 30th July and Swatow 6th August, General—Butterfield & Swire.

KWANG PING, British str., 1,459, G. V. Wiggott, 7th August—Chiawantao 31st July, Coal—C. E. & M. Co.

LABETTE, British str., 1,340, Page, 7th August—Saigon 2nd August, Rice and General—Wo Fat Sing.

LAIBANG, British str., 2,231, E. J. Tado, 8th August—Calcutta 26th July, General—Jardine, Matheson & Co.

LINAK, British str., 1,500, C. C. Williams, 7th August—Shanghai 3rd August, General—Butterfield & Swire.

LOOKSON, German str., 1,027, W. Taubert, 7th August—Bangkok and Hollow 5th August, General—Butterfield & Swire.

LOONG SANG, British str., 1,092, G. W. G. Lusk, 28th August—Manila 5th August, General—Jardine, Matheson & Co.

MADENHUR RICHMOND, German str., 2,956, J. Schmitz, 28th July—Mororan 20th July, Coal—Bradley & Co.

MANDALAN MARU, Japanese str., 4,551, T. Ota, 8th August—Milke 2nd August, Coal—Mitsui Bussan Kaisha.

MARIE, German str., 1,169, H. Schalkhorst, 30th July—Saigon 27th July, Rice and General—Jensen & Co.

NIPRON MARU, Japanese str., 3,452, W. E. Flimer, 8th August—San Francisco 12th July, Flour, General Goods and General—Toyo Kisen Kaisha.

OANPA, British str., 5,810, W. Cope Lyceet, 6th August—Liverpool 26th June, General—Butterfield & Swire.

OSTERLO, British str., 3,139, Findlay, 8th August—Manila 4th Aug. General—Bank Line, Ltd.

PEKUPPEN, British str., 1,065, Jas. Scott, 30th July—Saigon 25th July, General and Rice—Wo Fat Sing.

RASABUR, German str., 1,189, C. Wolf, 3rd August—Bangkok and Swatow 2nd Aug. Rice—Butterfield & Swire.

SABINE RICHMOND, Dutch str., 573, D. E. Beers, 2nd August—Fleishman and Swatow 1st August, Kerosene Oil—Asiatic Petroleum Co.

SIAM, British str., 992, Robt. A. Beners, 8th August—Shanghai 4th August—Asiatic Petroleum Co.

SINGAN, British str., 1,047, F. Jamieson, 7th Aug.—Haiphong 5th and Hollow 6th Aug. Rice and General—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, K. Suga, 7th August—Swatow 6th August, General—Osaka Shosen Kaisha.

TAISHUN, Chinese str., 1,216, R. G. Paramore, 7th Aug.—Shanghai 3rd Aug. General—C. M. S. N. Co.

TAMARAC, British str., 3,319, H. Macdonald, 8th August—San Francisco 12th July, Flour and General—Standard Oil Co.

TITAN, British str., 5,721, H. W. N. Evans, 7th August—Tientsin 30th July, Flour and General—Butterfield & Swire.

TIMEHART, Dutch str., 2,009, J. P. Scholte, 22nd July—Swatow 21st July, General—Java-China Japan Line.

YUENHANG, British str., 1,142, P. H. Rolfe, 31st July—Manila 26th July, General and Hemp—Jardine, Matheson & Co.

YU SHUN, Chinese str., 1,079, C. Westerland, 2nd August—Shanghai 30th July, General—C. M. S. N. Co.

ZAPING, American str., 1,408, M. C. Smith, 8th August—Manila 5th August, General—Shewan, Tomes & Co.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. Tenyo Maru hence sailed on the 29th ult., arrived at Yokohama on the 8th inst., and sails for San Francisco on the 9th inst.

WEATHER REPORT.

On the 5th at 12.05 p.m.—The typhoon over the Pacific is situated to the S.E. of the Loochoos. It is moving towards W.N.W. at present.

The barometer continues to fall at the stations bordering the Pacific between S.W. Japan and Luzon, particularly over the Loochoos.

Pressure remains high over the Pacific to the East of Japan, and relatively so over the S.E. part of the China Sea.

Fresh or strong monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.

* Hongkong & Neighbourhood, Formosa Channel ... Variable winds, moderate.

South coast of China between Hongkong and Lamoos ... Same as No. 1.

South coast of China between Hongkong and Hainan ... Same as No. 1.

* W. and S.W. winds, moderate; fine.

CHINA COAST METEOROLOGICAL REGISTER.

August 9th.—AT A.M.

August 9th.—AT A.M.								
Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.	
					Direction.	Force.		
Yl'ostock	7 a.	29.77	65	99			0	
Nemuro	6 a.	29.89			SW		4	
Hakodate	"	29.91			ENE		0	
Tokio	"	29.91			SW		1	
Koohi	"	29.76			ENE		1	
Nagasaki	"	29.70			SW		1	
Kagoshima	"	29.66			E		0	
Oshima	"	29.53			E		0	
Naha	"	29.54			NW		1	
Ishijima	"	29.60			NE		3	
Bonin Is.	"	29.75			ENE		1	
Chefoo	6 a.							
Weihaiwei	9 a.	29.76	82	79	E		1	
Hankow	6 a.							
Kiukiang	9 a.							
Shanghai	9 a.	29.66	87	69	E		3	
Guttsief	"	29.65	83	57	ENE		3	
Sharp Pk	"	29.61	84				5	
Amoy	6 a.							
Swatow	"							
Taiboku	5 a.	29.61			SW		0	
Taichu	"	29.64			SW		0	
Taipei	"	29.65			NE		0	
Koshu	"	29.62			S		6	
Pescadore	"	21.62			S		6	
	9 a.							
Hongkong	10 a.	29.64	85	79	W		1	
Vict. Peak	"				SW		3	
Gap Rock	"	29.63			SW		3	
Macao	"				SW			
Wuchow	9 a.							
Hoihow	"							
Pukhoi	"							
Phulien	8 a.	29.60	81		SEW		5	
Tourane	"		88				2	
C. St. James	"	29.69	77		SW		0	
Antri	6 a.	29.64	79		SW		0	
Manila	10 a.	29.73	86	79	WFW		0	
Leaport	6 a.	29.70	79		SW		2	
Bacolod	9 a.				SW		2	
Iloilo	"	29.60	83		SW		2	
Cebu	"	29.63	88		E		1	
Luzon	"	29.99	83					

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SAIDINIA and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	10th Aug.	Freight and Passage.
LONDON and ANTWERP	SYBIA	Noon	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. R. A. Peters	10th Aug.	Freight and Passage.
	Capt. G. Phillips	23rd Aug.	Freight and Passage.
SHANGHAI	ARCADIA	About 17th Aug.	Freight and Passage.
	DELTA	About 31st Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon	See Special of Call.
OF CALL	Capt. H. Powell	19th Aug.	Advertisement.
SHANGHAI, MOJI, KOBE, SAIDINIA and YOKOHAMA	Capt. H. G. Evans, R.N.R.	24th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th August, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	LIAN	On 10th Aug. 4 P.M.
WEIHAIWEI and TIEN-TSIN	KEIHOH	On 11th Aug. 4 P.M.
HAIPHONG	SHEN	On 12th Aug. 10 A.M.
SHANGHAI	CHINHUA	On 12th Aug. 10 P.M.
MANILA, CEBU and ILOILO	TEAN	On 15th Aug. 4 P.M.
DAY, ZAMBOANGA, THURSDAY, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 17th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 17th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 19th Aug. 10 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE-TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE-FAST SCHEDULE TWIN SCREW STEAMERS
"ANHUI", "CHENAN", "CHINHUA" and "LIAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze River ports and Northern China Ports.

NE-Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
HONGKONG, 10th August, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. REINEFELS	28th Aug.
S.S. SUEVIA	6th Sept.
S.S. SENEGAMBIA	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

HOMEWARD.

FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. SEGVIA	12th Aug.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAKONIA	14th Aug.
FOR HAVRE & HAMBURG:	S.S. SILESIA	22nd Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BRISGAVIA	24th Aug.
FOR HAVRE, BREMEN & HAMBURG:	S.S. AMBRIA	1st Sept.
FOR MARSEILLES, HAVRE & HAMBURG:	S.S. ALESIA	15th Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th August, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
------------	---------	----------

"HAITAN"	Capt. A. H. Stewart	FRIDAY, 11th Aug., at 1 P.M.
"HAICHING"	Capt. W. G. Passmore	TUESDAY, 15th Aug., at 1 P.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 18th Aug., at 1 P.M.

* The s.s. "Haitan" calling at Amoy for Passengers only.

During the Month of August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS, LAURA & CO.,
GENERAL MANAGERS.

Hongkong, 10th August, 1911.

INDO-CHINA S. NAV. CO., LD.

"PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)"

FOR	STEAMERS	TO SAIL
MANILA	"LOONGSANG"	Saturday, 12th Aug. 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 14th Aug. Noon
SHANGHAI	"HANGSANG"	Monday, 14th Aug. 4 P.M.
BANDAKAN	"MAUSANG"	Saturday, 19th Aug. Noon
MANILA	"YUENSANG"	Saturday, 19th Aug. 2 P.M.
TIEN-TSIN	"CHEONGSHING"	Wed. day, 23rd Aug. Noon

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUMANG" and "POOKSANG" to leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Yagotsse Ports: Tsingtao, Weihaiwei, Chiaofoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kulat, Ibadan, Davao, Singapore, Tientsin, Jesselton and Labuan.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 10th August, 1911.

JARDINE, MATTHEWSON & CO., LTD.,
GENERAL MANAGERS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting at San Francisco with the WESTERN PACIFIC RAILWAY

THE SAN FRANCISCO SCENIC ROUTE.

The Twin Screw Steamer

"NIPPON MARU" (CAPT. W. E. FILMER),

Will be despatched from Hongkong on the 18th August NEXT, AT NOON, via Shanghai and Nagasaki to KOBE, where Passengers and Cargo will be transhipped to the new and improved triple screw turbine steamer,

"SHINYO MARU" (CAPT. H. S. SMITH),

The latest addition to the Trans-Pacific Service, and sister ship of the

S.S. "TENYO MARU" AND "CHIYO MARU."

This new turbine steamer is replete with every modern convenience - including a Palm Garden on the Bridge Deck - all staterooms are outside ROOMS.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,500	TUESDAY, 22nd August, at Noon.

THE S.S. "KIYO MARU" will be despatched from Hongkong via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL, on TUESDAY, 22nd August, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
and Return 6 Months	£120.0.0
To VALPARAISO	Yen 570.00

Through Tickets to all Principal Points in U.S.A., Canada and Europe.
SPECIAL RATES (First Class only) are granted to Officials of the Naval, Military, Diplomatic, Consular and Civil Services and Missionaries.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA VIA KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED. DAY, 6th Sept., at 11 A.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.
	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

The Co's Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW AND AMOY	"SOSHU MARU"	THURSDAY, 10th Aug., at 10 A.M.
TAMUI VIA SWATOW, AND AMOY	"DAIGI MARU"	SUNDAY, 13th Aug., at 10 A.M.
FOOCHEW VIA SWATOW AND AMOY	"CHOSHUN MARU"	WED. DAY, 16th Aug., at 10 A.M.

During the month of August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of—
1ST CLASS \$45.50 2ND CLASS \$29.90.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

772-776

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 16th Aug., 1911, at 9 A.M.

For Passage and Freight, apply to

P. THOMAS, M.M. Co's AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takada	7,000	WEDNESDAY, 16th Aug., at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 30th Aug., at Daylight.
	TANGO MARU Capt. K. Kawai	8,000	WEDNESDAY, 15th Sept., at Daylight.
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
	SINABA MARU Capt. S. Tomioka	7,000	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekino	5,000	FRIDAY, 1st Sept., at Noon.
KOBE and YOKOHAMA	KAMO MARU Capt. Sommer	9,000	THURSDAY, 17th Aug., at 11 A.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 30th Aug., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. J. Toranaka	5,000	WEDNESDAY, 16th Aug.
BOMBAY via SINGAPORE, and COLOMBO	TOSA MARU Capt. Tozawa	7,000	TUESDAY, 22nd Aug.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. * Cargo only.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd CLASS	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

Further Information, apply to—

14-40

T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES.
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 23rd Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons..... FRIDAY, 1st Sept., at 1 P.M.
PERSIA..... 9,000 Tons..... FRIDAY, 20th Oct., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st Sept., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, \$43.

via New York " " 245.

HONGKONG TO SAN FRANCISCO " " " " 225.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

48

STREAMERS PASSED THE CANAL.

—O—

July 11th—Himalaya, Hipon, Moyone, Oopack, Alesia, Varroa, 14th—Dromary, Kintuck, Myrmidon, Zekawar, Bardina, 18th—Benglo, Nils, Erja, Ludwig, Welch, Prince, 21st—Kamenau, Kamo Maru, Palmyra, 25th—Glensk, Laertes, 28th—Sunda, Indra, Rhinella, August 1st—Antiochus, Benvenia, Buelor, Caylon, Dacre Castle, 4th—Agamemnon, Aki Maru, Antenor, Austria, Caledonia, Dunblan, St. Patrick, Sithonia, York, 8th—Hilachi Maru, Suevia.

ARRIVALS AT HOME.

Aug. 9th—Nileus, Scandia.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of

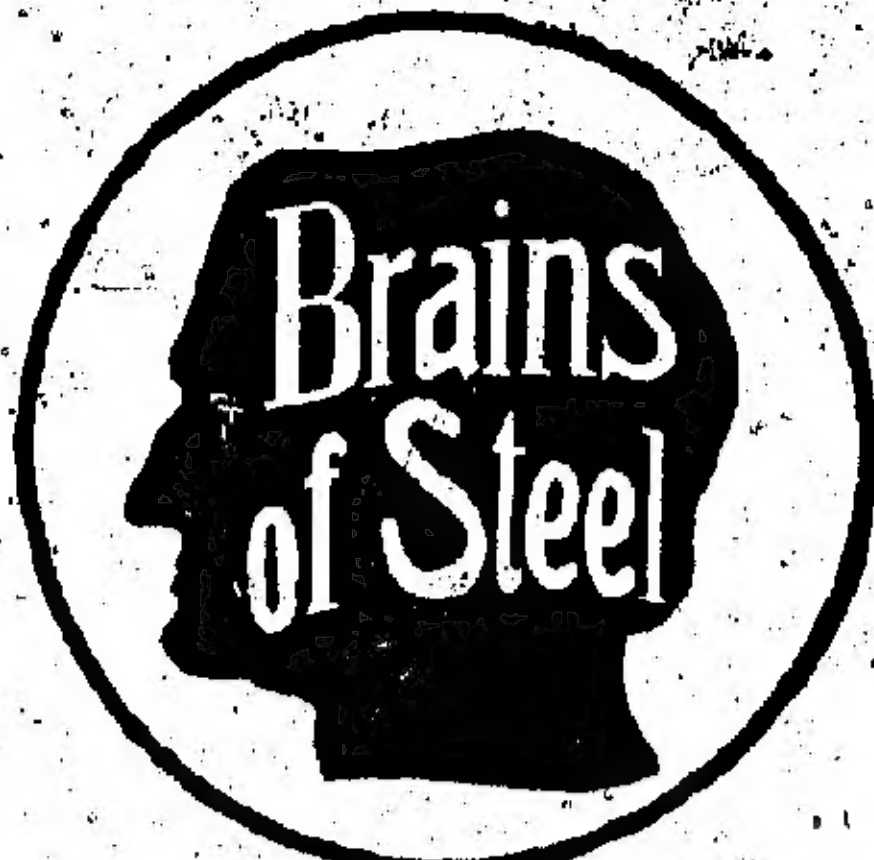
or preceding the departure of the English

Mails; also Table of the Yearly

Approximate Averages for 35 years

FROM 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers



"BRUNSVIGA" CALCULATING MACHINE

GEIMME NATALIS & Co.,
BRAUNSCHWEIG.

For instructions apply to the

Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 4th August, 1911.

Kios-Cigarettes

First class
in quality and packing
Türk Tabak & Cigaretten-Fabrik, "Kios" o. E. Robert Böhme, Dresden.

Hongkong, 4th August, 1911.

Hoehi Extra Dry

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 4th August, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

Owing to the Empress of China not being available to take mails for Canada, &c. on her due date under contract, viz. at 5.00 p.m. on Saturday, the 12th inst. these mails will in consequence be forwarded on the previous day by P.M. as Korea, and will be closed at this office at the time indicated for that ship.

FOR	PER	DATE
Shanghai, Moji, Kobe and Yokohama	Norddeutscher Lloyd	Thursday, 10th, 9.0 A.M.
Shanghai	Shanghai	Thursday, 10th, 11.00 A.M.
Singapore, Penang and Colombo	Singapore	Thursday, 10th, 11.00 A.M.
Manila	Manila	Thursday, 10th, 11.15 P.M.
Manila, Cebu and Iloilo	Manila	Thursday, 10th, 3.00 P.M.
Shanghai	Shanghai	Thursday, 10th, 3.00 P.M.

Kobe, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver, B.C. Seattle, Tacoma and Portland	Oregon	Friday, 11th, 10.00 A.M.
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KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Korea	Registration, 11.00 A.M. (Registration with late fee of 10 cents, up to 11.30 A.M.)
		Registration, Kowloon B.O. 11.00 A.M.
		No late fee.

Swatow, Amoy and Foochow	Hainan	Friday, 11th, NOON.
Manila, Cebu and Iloilo	Sui Tai	Friday, 11th, 1.15 P.M.
Kachigawa, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	Oanfa	Friday, 11th, 2.00 P.M.
Welhaiwai and Tientsin	Kuichow	Friday, 11th, 3.00 P.M.
Hai Phong	Singap	Saturday, 12th, 9.00 A.M.
Batavia, Cherbon, Samarang, Sourabaya and Macassar	Tjimah	Saturday, 12th, 11.00 A.M.
Singapore, Penang and Bombay	Ischia	Saturday, 12th, 1.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Loongang	Saturday, 12th, 1.00 P.M.
Manila (Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 12th, 1.15 P.M.

Manila, Cebu and Iloilo	Manila	Saturday, 12th, 3.00 P.M.
Manila, Cebu and Iloilo	Manila	Saturday, 12th, 3.00 P.M.
Manila, Cebu and Iloilo	Manila	Saturday, 12th, 3.00 P.M.

Shanghai	Shanghai	Saturday, 12th, 3.00 P.M.
Singapore, Penang and Calcutta	Chinkwa	Saturday, 12th, 3.00 P.M.
Shanghai	Shanghai	Saturday, 12th, 3.00 P.M.

EUROPE, &c. INDIA VIA TUTICORIN.	Yarra	Registration, 11.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)
		Registration, Kowloon B.O. 11.00 A.M.
		No late fee.

Swatow, Amoy and Foochow	Hainan	Friday, 11th, NOON.
Manila, Cebu and Iloilo	Sui Tai	Friday, 11th, 1.15 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Korea	Registration, 11.00 A.M. (Registration with late fee of 10 cents, up to 11.30 A.M.)
		Registration, Kowloon B.O. 11.00 A.M.
		No late fee.

Swatow, Amoy and Foochow	Hainan	Friday, 11th, NOON.
Manila, Cebu and Iloilo	Sui Tai	Friday, 11th, 1.15 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Korea	Registration, 11.00 A.M. (Registration with late fee of 10 cents, up to 11.30 A.M.)
		Registration, Kowloon B.O. 11.00 A.M.
		No late fee.

Swatow, Amoy and Foochow	Hainan	Friday, 11th, NOON.
Manila, Cebu and Iloilo	Sui Tai	Friday, 11th, 1.15 P.M.
KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO	Korea	Registration, 11.00 A.M. (Registration with late fee of 10 cents, up to 11.30 A.M.)
		Registration, Kowloon B.O. 11.00 A.M.
		No late fee.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

August 9th.
On LONDON—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, at 30 days' sight
Bank Bills, at 60 days' sight
Credit, at 4 months' sight
Documentary Bills 4 months' sight
On PARIS—
Bank Bills, on demand
Credit, at 4 months' sight
On GERMANY—
On demand
On NEW YORK—
Bank Bills, on demand
Credit, at 60 days' sight
On BOMBAY—
Telegraphic Transfer
Bank, on demand
On CALCUTTA—
Telegraphic Transfer
Bank, on demand
On SHANGHAI—
Bank, at sight
Bank, 30 days' sight
On YOKOHAMA—
On demand
On MANILA—
On demand
On SINGAPORE—
On demand
On BATAVIA—
On demand
On HAIPHONG—
On demand
On SAIGON—
On demand
On HONGKONG—
On demand
SOVEREIGNS, Bank's Buying Rate
GOLD LEAF, 100 fine, per tola
BANK SHEET, per oz.

SUBSIDIARY COINS.	per cent
Chinese	20 cents pieces
Chinese	10 "
Hongkong	20 "
Hongkong	10 "

SHARE LIST—QUOTATIONS. HONGKONG, AUGUST 9th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$810, sellers
China Bank Corporation, Limited	60,000	\$12	all	\$87 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, sales
COTTON MILLS.				
Yong Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 77 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$6
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46
Leau-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 61
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22 1/2, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$50	all	\$5, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 85, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$4
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$119
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$120, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$17 1/2, buyers
Hongkong & South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$7 1/2, sellers
INSURANCE.				
Canion Insurance Office Co., Limited	10,000	\$250	all	\$210, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$25, sales
China Traders Insurance Co., Limited	24,000	\$85 3/4	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$350, buyers
Hongkong Marine Insurance Co., Limited	10,000	\$15	all	Tls. 167 1/2, sellers
Union Insurance Society, Limited	12,400	\$250	all	\$815
Yangtze Insurance Association, Limited	12,000	\$100	all	\$210, @ Ex 73, buyers
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$93, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 91
West Point Building Co., Limited	12,500	\$50	all	\$45, sellers
MINING.				
Société Française des Charbonnages du Tonkin	15,000	Fr. 250	all	\$700
Saib Australian Gold Mining Co., Ltd.	200,000	\$21	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$12
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$125, buyers
Leson Sugar Refining Co., Limited	7,000	\$100	all	\$20 1/2
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$29, d. buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$66 1/2, London
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$17.6
Star Ferry Company, Limited	10,000	\$10	all	\$1
South China Morning Post, Limited	10,000	\$10	all	\$16 1/2
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$10	all	\$4.40
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	3,000	\$10	all	\$15, buyers
Wasserman, Limited	15,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	9,900 ordy.	\$10	all	\$4
United Asbestos Oriental Agency, Limited	100 Mds	\$10	all	\$300
Union Waterboat Co., Limited	50,000	\$10	all	\$64, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
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Saturday, 12th August—Boxing at Bysack's Hippodrome Circus, Causeway Bay, 9 P.M.
Saturday, 12th August—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., at 12.30 P.M.
Tuesday, 15th August—Hippodrome Circus at Causeway Bay, 9.15 P.M.
Saturday, 19th August—Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation at City Hall, Noon.

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